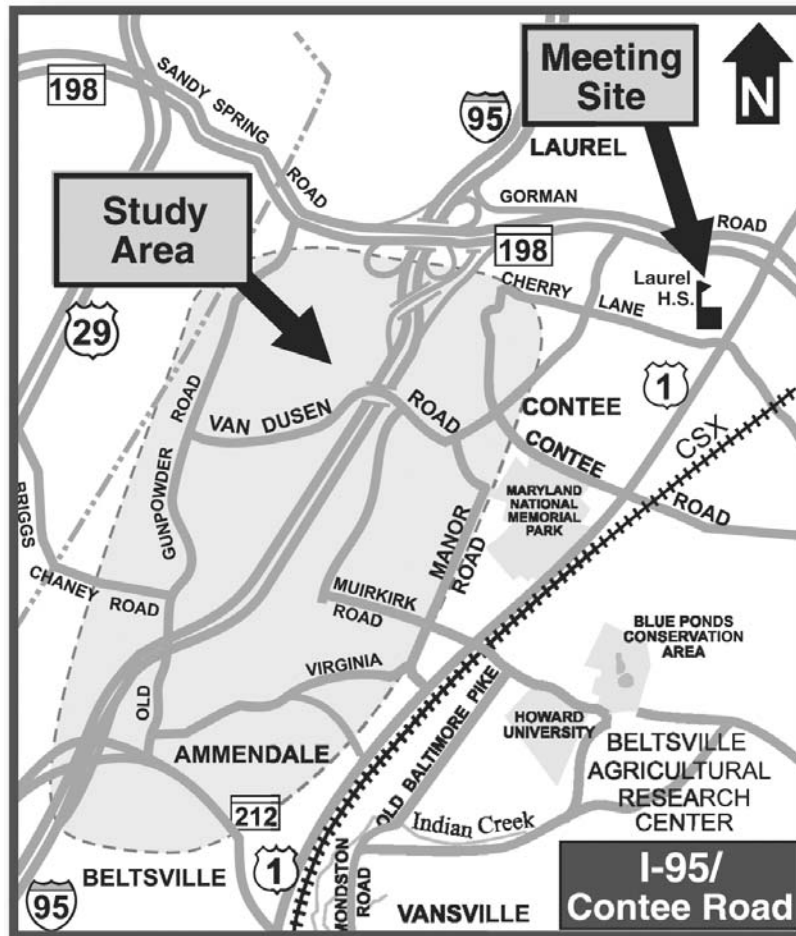


I-95/Contee Road Transportation Improvement Study

ALTERNATES Public Workshop



Project No. PG419B11

Thursday
October 10, 2002

Displays Available
5:30 PM - 8:30 PM

Laurel High School
8000 Cherry Lane
Laurel, MD 20707



Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION



FEDERAL HIGHWAY ADMINISTRATION
US DEPARTMENT OF TRANSPORTATION

INTRODUCTION

The State Highway Administration (SHA) is conducting a project planning study to consider options that will facilitate improved access from I-95 in the vicinity of the existing Van Dusen Road overpass at I-95. The overpass is located between the existing I-95/MD 212 and I-95/MD 198 interchanges. The study area is included in the Prince George's County Priority Funding Area.

PURPOSE OF STUDY

The purpose of this project is to improve the regional transportation network to allow planned economic development to occur both east and west of I-95 on a 2200 acre tract of land in the vicinity of the Van Dusen Road/I-95 overpass. The planning study will identify various alternates and options to improve access from I-95 to the planned development area. The project will also develop alternates that maintain the integrity of the interstate system and address capacity deficiencies on the existing roadway network.

PURPOSE OF THE WORKSHOP

The purpose of the Alternates Public Workshop is to acquaint the public with the State Highway Administration's (SHA) Project Planning Study, to present the findings of the conceptual alternate studies, and to provide a forum for public comment on the overall project planning process and alternates presented.

The workshop is co-sponsored by SHA and the Federal Highway Administration (FHWA) in conjunction with Prince George's County. The meeting will allow each attendee to conduct a self-paced review of important project information. Attendees will have the opportunity to visit project information displays, which include maps depicting alternates currently under consideration, from 5:30 p.m. to 8:30 p.m. Please note that there will be no formal presentation; however, SHA and County

representatives will be available to receive comments and answer questions.

HOW TO COMMENT ON THE PROJECT

The public is encouraged to participate in the workshop to ensure citizen input in the planning process. These studies are preliminary and appropriate/reasonable changes can be made after comments are received and evaluated. The project team will carefully review and consider the concerns and preferences expressed by the public during these public meetings. You may choose any or all of the following methods to submit your comments:

- Give your comments to SHA or County representatives at the workshop.
- Call Wesley Mitchell, SHA Project Manager, at (410) 545-8542 or toll free within Maryland at 1-800-548-5026.
- Fill out and submit the brochure comment card at the workshop or by mail.

The comment form can also be used to add your name to the project mailing list by registering with the meeting receptionist at the main entrance. If you received a copy of this brochure in the mail, you are already included on the mailing list.

You can find out more about this project and others at www.marylandroads.com

PROGRAM STATUS

This project is included in the Interstate Development and Evaluation Program of the Fiscal Year 2001-2006 Maryland Department of Transportation Consolidated Transportation Program. However, funding is currently programmed only for Project Planning and Final Design. Additional funding for Right-of-Way Acquisition and Construction has not been allocated at this time.

NEED FOR STUDY

The planning study is located within Prince George's County Subregion I. The Subregion I Master Plan designates the area in the vicinity of the existing Van Dusen Road overpass at I-95 for economic development as a commercial, social, cultural and, recreational focal point for the area. A major component of this planned development would be built by Konterra Inc.

The Konterra development area is composed of about 1,800 acres of land disturbed by old sand and gravel mining operations. At the center of the development is the Konterra Town Center, an approved mixed-use zoned development on the east side of I-95, and on the west side, an approved zoning for 200-acre parcel to be used as an upscale regional mall. In addition, over 1,000 acres of developable land sits on both sides of I-95 north and south in the immediate area of the Van Dusen Road overpass. These land holdings will evolve into a mixed-use town center with upscale retail, research and technology campuses, residential communities and areas reserved for special uses such as major governmental, educational, or corporate facilities.

As a result of conditions attached to the zoning for the future development and practical market realities, the existing local roadways in the area will not be able to provide the capacity required to adequately serve the development. Sufficient access to the Interstate system will be critical for the Konterra property to develop to its full potential as described in **Table 1**. Currently the closest existing access to I-95 from the planned Konterra development is the I-95/MD 198 and the I-95/MD 212 interchanges. Federal, state and local transportation improvements will be vital in order to alleviate the future congestion associated with the planned development.

EXISTING CONDITIONS

The study area is bounded by the I-95/MD 198 interchange to the north and the I-95/MD 212 interchange to the south. The western study area boundary is Old Gunpowder Road while the eastern boundary is Van Dusen/Virginia Manor Road.

| Table 1: Konterra Development Plan | | |
|------------------------------------|-------|--|
| Development Name | Acres | Development Description |
| Konterra Special Use Reserve | 348 | Major institutional, governmental, educational or corporate facility |
| Villages at Wellington | 240 | 510-Single family detached homes |
| Fairland Golf Community | 234 | 510 Single family homes |
| Business Campus | 135 | Office, Commercial, Retail |
| Regional Mall | 200 | Upscale Commercial Regional Center |
| Town Center | 488 | Mixed Use, Transportation Oriented |

The following transportation facilities currently serve the study area: I-95 is an access controlled eight lane divided highway with interchanges at MD 212 and MD 198 within the study area. MD 212 consists of four lanes in the vicinity of the I-95 interchange, which taper to two lanes east and west of the interchange. MD 198 consists of four lanes in the vicinity of the I-95 interchange. East of I-95, MD 198 generally expands to five lanes. West of the I-95 interchange, MD 198 remains four lanes.

The county network provides access to the proposed Konterra development area via Van Dusen Road. Van Dusen Road is a two-lane rural roadway characterized by little or no shoulder, poor sight lines, and numerous residential and commercial access points. Existing traffic primarily consists of heavy equipment type vehicles associated with sand and gravel mining operations, which are located on Van Dusen Road west of I-95, and local residential traffic. To the west, Van Dusen Road provides access to Old Gunpowder Road, a two to four lane facility with minimal shoulder width, which in turn provides access to MD 198 and MD 212. To the east, Van Dusen Road provides access to MD 198, Contee Road, Cherry Lane and Virginia Manor Road. The existing local network will

provide access to the Konterra property, however the routes are circuitous and not equipped to handle the projected traffic volumes.

TRAFFIC OPERATIONS

Level of Service (LOS) is a measure of the congestion experienced by drivers, and ranges from A (free flow with little or no congestion) to F (failure with stop-and-go conditions and extremely long delays at signalized intersections). LOS is normally computed for the peak periods of the typical day, with LOS D (approaching unstable flow) or better generally considered acceptable for highways in urban and suburban areas.

Design year 2025 traffic analysis shows a marked decline in level of service (LOS) at virtually all intersections (**See Table 2**) due to the increase in traffic volumes. In addition to an increase in through traffic, due to recent development trends Subregion I has become a major employment destination, resulting in an increased number of trips made in and out of the study area. The residential component of Konterra will only provide housing for a small portion of the people responding to the employment opportunities. Under existing conditions these trips will be distributed between the existing I-95/MD 212 and I-95/MD 198 interchanges. These changes in travel demands will clearly place an increased burden on a roadway network that is already experiencing operational failures with existing traffic volumes.

Several capacity increasing projects are assumed to be in place by 2025 and the LOS Analysis is based on these assumptions. The planned improvements include:

- MD 212 is relocated and widened to 4-lanes
- Van Dusen Road is realigned and extended to MD 198 and is widened to 4-lanes
- Old Gunpowder Road is widened to 4-lanes
- Briggs Chaney Road is widened to 4-lanes

- Contee Road is widened to 4-lanes east of Van Dusen Road

FOCUS GROUP

A Focus Group, comprised of local residents, community leaders and business representatives has met with the study team to assist and provide feedback in the development of proposed alternates. Comments and suggestions received from the Focus Group have been evaluated and incorporated into the alternates, where possible.

THINKING BEYOND THE PAVEMENT

As part of this project, the SHA will incorporate ideas from public comments received as a result of tonight's meeting. Coordination will continue with Prince George's County and the project Focus Group to develop alternates that incorporate "Thinking Beyond the Pavement" concepts, wherever possible, to preserve and enhance the community's character while improving transportation in the study area.

Thinking Beyond the Pavement" addresses issues on this project such as:

- Pedestrian circulation and safety
- Local traffic circulation in and out of the neighborhoods and businesses
- Speed control
- Disturbance to traffic circulation during construction
- Access to mass transit
- Right-of-way impacts
- Neighborhood traffic cut-through problems
- Effects on police, fire, and emergency rescue response time

- Aesthetics/Landscape/Streetscape Opportunities
- Other specific community issues

Your comments will help assure that the transportation alternates developed to improve the study area reflect the local character and the aesthetic desires of the community. We encourage you to comment on "Thinking Beyond the Pavement" issues using the comment card at the back of this brochure.

ALTERNATES UNDER CONSIDERATION

Below are descriptions of the alternates currently being considered. Figures have been provided to show roadway layouts and lane configurations for each of the proposed alternates.

In order to maintain consistency between this project and other State and County roadway improvements planned for the future, two options have been designed for Alternates 2 through 7 at the proposed intersection of Contee Road and Virginia Manor/Van Dusen Road.

Option 1: Contee Road would intersect Van Dusen/Virginia Manor Road consistent with the Prince George's County Master Plan alignment which reconstructs and realigns Contee Road over to US 1.

Option 2: Contee Road would connect to the proposed Van Dusen/Virginia Manor Road intersection similar to the existing roadway layout and consistent with the proposed US 1/MD 201 Project Planning Corridor Study alternates.

(See Figures 2 - 7)

ALTERNATE 1 (NO-BUILD)

No substantial improvements would be made to transportation facilities beyond those improvements currently planned for the area. Possible

improvements could include resurfacing, restriping, signing and lighting. These minor improvements would not provide direct access to I-95 nor increase the traffic carrying capacity of the existing facilities. (See Figure 1)

ALTERNATE 2

Alternates 2 through 6 provide direct access to I-95 through the use of a partial cloverleaf or diamond interchange and require minor improvements to the local roadway network, in order to improve the alternates' overall level-of-service.

Alternate 2 is based on the alignment used in the Interstate Access Point Approval (IAPA) granted by the Federal Highway Administration in 1995. Alternate 2 provides an urban interchange with I-95 utilizing a partial cloverleaf configuration. The proposed interchange is in close proximity to the MD 198 interchange, therefore collector/distributor (C-D) roads are provided to link the two interchanges. Vehicles exiting and entering the interchanges will use the C-D road, thus avoiding weaving with traffic on I-95. Contee Road would be constructed from Old Gunpowder Road west of I-95 to Van Dusen/Virginia Manor Road east of I-95. Contee Road will bridge over I-95 near the existing Van Dusen Road Bridge. Access is provided to the Sweitzer Lane Business Park via Contee Road. (See Figure 2)

ALTERNATE 3

An urban interchange with a partial cloverleaf configuration in the southwest and northeast quadrants. Contee Road would bridge over I-95. Direct access is provided to the Sweitzer Lane Business Park from the collector/distributor roadway. The only difference between this alternate and Alternate 2 is that Contee Road has been shifted in an attempt to avoid the transmission line towers. (See Figure 3)

ALTERNATE 4

Identical to Alternate 3, except that it utilizes roundabouts rather than standard intersections at the ramp terminals. The western roundabout would intersect with Sweitzer Lane, providing access to the Business Park. The eastern roundabout provides direct access to the proposed Konterra Development. (See Figure 4)

ALTERNATE 5

Alternate 5 provides a diamond interchange with signalized intersections at the ramp terminals on Contee Road. The C-D road configuration would be similar to the previous alternates. A separate intersection of Contee Road with Sweitzer Lane would be constructed. (See Figure 5)

ALTERNATE 6

Alternate 6 is identical to Alternate 5, except that it utilizes roundabouts rather than standard intersections at the ramp terminals. (See Figure 6)

ALTERNATE 7- LOCAL ROADWAY NETWORK IMPROVEMENT (LRNI)

The LRNI Alternate, consists of a wide range of improvements throughout the study area that address the most serious concerns at specific locations or segments of a roadway. LRNI improvements generally could be constructed with relatively low costs and few environmental impacts, but would not provide direct access to I-95 or provide improvements in capacity or operations to address future traffic conditions. This alternate includes constructing Contee Road from Old Gunpowder Road to Van Dusen/Virginia Manor Road. Other examples of LRNI improvements that will be considered include:

- Intersection improvements, such as the addition of turning lanes or improved signal timing at the following intersections:
 - Old Gunpowder Road at Contee Road
 - Old Gunpowder Road at MD 198
 - Contee Road at Sweitzer Lane
 - MD 198 at Sweitzer Lane
 - MD 201/Van Dusen Road at Virginia Manor Road / Ritz Way
 - Van Dusen Road at Muirkirk Road
 - Van Dusen Road at Contee Road
 - Van Dusen Road at Cherry Lane
 - Van Dusen Road at MD 198
- Improvements to sight distance and roadway safety.
- Access management strategies to improve safety and operations at access points with acceleration or deceleration lanes and/or reductions in the number of entrances onto local roadways within the study area through construction of medians and/or roundabouts.
- Adding a center turn lane in areas with a high frequency of entrances generating left turning traffic.
- Possible widening of existing roadways. (See Figure 7)

ENVIRONMENTAL SUMMARY

In conjunction with the engineering studies, an environmental inventory was completed to identify the natural, cultural and socio-economic resources within the study area. A summary of impacts resulting from the alternatives under consideration is included in **Table 3** in this brochure.

SOCIO-ECONOMIC RESOURCES

Existing land use primarily consists of residential and commercial zoning with some industrial, institutional and recreational areas. The City of Laurel and the Beltsville Community are heavily urbanized areas that lie east of I-95.

The Prince George's County Subregion I Master Plan designates much of the study area for economic development as a commercial, social, cultural and recreational focal point for the northern part of the County. A major component of this planned development is Konterra, a 2200-acre mixed-use development proposed for both sides of I-95.

The proposed project is consistent with the 1990 Prince George's County Subregion I Master Plan. The Subregion I Master Plan recommends extending Contee Road across I-95 from Old Gunpowder Road to US 1, with an interchange where Van Dusen crosses I-95. In addition, the plan recognizes that many intersections within the study area are operating poorly and supports strategies that would improve congestion, reduce accidents, and improve traffic circulation. All alternates currently under consideration are located entirely within the northern Prince George's County Priority Funding Area (PFA) as designated by the Maryland National Capital Park and Planning Commission (M-NCPPC) and approved by the Maryland Department of Planning. PFAs are locations where state and local governments target efforts to encourage and support economic development and growth. The intent of the Smart Growth Areas Act (1997) is to limit sprawl and direct state funding for growth-related projects toward County-designated Priority Funding Areas.

The total additional right-of-way required is expected to range between 58 and 101 acres depending on which alternate is selected. Right-of-Way required from surrounding residential property accounts for between 8 and 19 acres of

that total. No residential or commercial displacements are anticipated for any of the build alternates.

Community facilities within the study area include Laurel Regional Hospital, and three publicly owned public recreational areas: Fairland Regional Park, Old Gunpowder Road Community Park, and the Cross Creek Connector Trail. None of these resources are directly impacted by any of the build alternates. No schools have been identified within the study area.

Minority populations and low-income populations have been identified in the study area. SHA has solicited their participation in the project through informational mailings, community and focus group meetings. Consistent with Executive Order 12898 on Environmental Justice, SHA will continue these efforts throughout the course of the study to ensure that disproportionately high and adverse impacts will not occur to minority or low-income populations.

Coordination will be initiated with emergency service providers to evaluate whether emergency response times could be improved as a result of the alternates retained for detailed study.

NATURAL RESOURCES

Natural environmental features within the study area are primarily associated with the Indian Creek, Walker Branch and Bear Branch stream systems and in-line ponds. Indian Creek is a major tributary to the Northeast Branch of the Anacostia River. Walker Branch and Bear Branch are major tributaries to the Patuxent River. The Maryland Department of Natural Resources (DNR) confirmed that all streams in the study area are classified as Use I (suitable for contact water recreation, and habitat for warm and cold water fish, and wildlife), and that the Indian Creek contains anadromous fish spawning areas. The DNR indicated that anadromous and resident fish species should be protected by the Use I in-stream work prohibition period (March 1 through June 15) and

recommended sediment and erosion control methods.

All of the alternates would also have the potential to deliver additional stormwater runoff to waterway channels. Impacts to downstream water quality will be minimized through the use of stormwater management in accordance with Maryland Department of the Environment (MDE). Strict application of sediment and erosion control measures and other Best Management Practices typically used for protection of stream resources during the construction of highway projects would be enforced during and after construction to minimize water quality impacts.

Based on a review of the Federal Emergency Management Agency (FEMA) mapping, up to one acre of 100-year floodplain associated with Indian Creek, Walker Branch and Bear Branch may be impacted. Wetland field investigations have identified palustrine forested, emergent and open water wetlands in the study area. These wetlands surround Indian Creek, Little Paint Branch, Walker Branch and Bear Branch. Impacts to wetland are expected to range from 1.3 to 2.7 acres. Once the project proceeds to the next stage of planning, a jurisdictional determination will be obtained from the Army Corps of Engineers so that the need for permits can be determined.

Coordination with the US Fish and Wildlife Service indicates that there are no federally protected or listed endangered or threatened species known to exist within the project study area. However, records of the Maryland Department of Natural Resources (DNR) indicates the several state listed plant and animal species of concern may occur within the study area. The list includes one highly rare, one rare, three threatened, and two endangered species. Coordination with DNR will continue throughout the development of this project.

Large areas of woodlands occur throughout the study area. Impacts may range from 7.9 to 21 acres. Coordination with the Forest, Wildlife and

Heritage Service indicates that forested areas within or adjacent to the study area may provide Forest Interior Dwelling Bird habitat and the conservation of this habitat is strongly encouraged by the DNR. Consistent with the State Reforestation Law, if forest impacts are greater than one acre, reforestation will be provided within the project limits, or off-site within the same watershed, at a one-to-one ratio.

Detailed air quality and noise analyses, if warranted, will be conducted during the next stage of the project planning study.

An Initial Site Assessment has identified seven potential locations within the study area where hazardous materials may be present. Further investigation may be required if the alternate ultimately selected for this project would impact any of these sites.

CULTURAL RESOURCES

The State Highway Administration, in consultation with the Maryland Historical Trust (MHT) and other consulting parties, has identified one historic resource located within the study area as eligible for inclusion on the National Register of Historic Places (NR). This site is the Susquehanna Transmission Company's Property, on which the lineman's house and one out-building still remain. No impact to this property is anticipated with any of the build alternates.

Undisturbed portions of the study area were determined to have high potential for undiscovered archeological resources, although no previously identified archeological sites were identified. Because there has been extensive disturbance by prior road construction, mining activities, and residential, commercial, and industrial development, the need for Phase I archeological field reconnaissance will be determined after project plans are further refined. Coordination with the Maryland Historical Trust will continue throughout the study to determine project effects on significant

cultural resources. In accordance with the Section 106 procedures of the National Historic Preservation Act, this Informational Meeting provides the opportunity for public input regarding historic resources.

RELATED TRANSPORTATION PROJECTS

- MD 198/MD 28 Study
- US 1 - College Park to Sunnydale Avenue
- I-95/495 Greenbelt Metro Station Access
- US 1/ US 201 Corridor Study
- I-495 Capital Beltway Study
- MD 212 Relocated

REMAINING STEPS IN THE PROJECT PLANNING PROCESS

The following steps are required to complete the Project Planning Process:

- Evaluate and address public and agency comments resulting from studies to date and from the Alternates Public Workshop (Fall/Winter 2002).
- Identify alternates for detailed study and complete detailed engineering/environmental studies (Winter/Spring 2003).
- Complete Draft Environmental Document/Hold Location-Design Public Hearing (Fall 2003).
- Address Public Hearing comments.
- Coordinate with federal and state environmental resource agencies throughout the process.

- Select Preferred Alternate and Mitigation (Spring/Summer 2004).
- Prepare Final Environmental Document.
- Receive Location/Design Approval (Fall/Winter 2004).

Upon receipt of Location and Design approvals, the project will move into final design.

RIGHT-OF-WAY AND RELOCATION ASSISTANCE

For information regarding right-of-way, please contact:

Mr. Richard M. Ravenscroft
District #3, Office of Real Estate
State Highway Administration
P.O. Box 327
9300 Kenilworth Avenue
Greenbelt, Maryland 20770
Phone: (301) 513-7455

STATE-AID PROGRAMS

Should you have any questions concerning non-discrimination in Federally Assisted and State Aid Programs, please contact:

Mr. Walter Owens, Jr., Chief
Equal Opportunity Division
State Highway Administration
707 North Calvert Street
Baltimore Maryland 21202
Phone: (410) 545-0315

PROJECT PLANNING TEAM

If you have any questions following tonight's Alternates Public Workshop, please feel free to contact any of the team members listed below:

Mr. Wesley Mitchell
Project Manager
Project Planning Division
State Highway Administration
Mail Stop C-301
P.O. Box 717
707 N. Calvert Street
Baltimore, Maryland 21203
Phone: (410) 545-8542
Toll Free in Maryland 1-800-548-5026
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Mr. Douglas H. Simmons, Director
Office of Planning and
Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Mr. Charlie Watkins
District Engineer, District 3
State Highway Administration
9300 Kenilworth Avenue
Greenbelt, Maryland 20770
Phone: (301) 513-7300

MEDIA USED FOR NOTIFICATION

Advertisements for this meeting appeared in the following newspapers and gazettes:

- ☐ The Diamond Back
- ☐ The Washington Times
- ☐ The Washington Post
- ☐ The Prince George's Journal
- ☐ The Gazette Newspaper
- ☐ The Sunpapers
- ☐ The Afro-American (D.C.)
- ☐ The Greenbelt News Review
- ☐ The Prince George's Sentinel
- ☐ The Prince George's Post
- ☐ The Laurel Leader

TABLE 2

| I-95/Contee Road Transportation Improvement Study LOS Analysis | | | | | | | | | | | | | | | | |
|---|------|-----|---------------|-----|-------|-----|-------|-----|-------|-----|-------|-----|-------|-----|-------|-----|
| Location | 2000 | | 2025 No-Build | | ALT 2 | | ALT 3 | | ALT 4 | | ALT 5 | | ALT 6 | | ALT 7 | |
| | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| MD 212 @ Powder Mill/Old Gunpowder Rd | E | F | F | F | E | E | E | E | E | E | E | E | E | E | D | D |
| Old Gunpowder Rd @ Briggs Chaney Rd | A | B | B | E | B | D | B | D | B | D | B | D | B | D | A | B |
| Old Gunpowder Rd @ Greencastle Rd | A | C | B | D | C | D | C | D | C | D | C | D | C | D | B | D |
| Old Gunpowder Rd @ Van Dusen Rd | A | A | A | E | A | D | A | D | A | D | A | D | A | D | A | D |
| Sweitzer Lane @ Van Dusen Rd | A | A | E | F | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Sweitzer Lane @ Contee Road | N/A | N/A | N/A | N/A | B | D | B | D | B* | F* | A | D | A | D | C | C |
| MD 198 @ Old Gunpowder/Bond Mill Rd | B | B | F | F | D | E | D | E | D | E | D | E | D | E | B | D |
| MD 198 @ Sweitzer Lane | B | C | F | F | D | E | D | E | D | E | D | E | D | E | D | E |
| MD 201/Van Dusen Rd at Virginia Manor Road/Ritz Way | A | A | F | F | D | E | D | E | D | E | D | E | D | E | D | C |
| Van Dusen Rd @ Muirkirk Rd | A | A | F | F | D | D | D | D | D | D | D | D | D | D | D | D |
| Van Dusen Rd @ Contee Rd | B | D | F | F | E | F | E | F | E | F | E | F | E | F | D | D |
| Van Dusen Rd @ Cherry Lane | A | D | E | F | D | D | D | D | D | D | D | D | D | D | C | D |
| MD 198 @ Van Dusen Rd | D | C | F | F | E | E | E | E | E | E | E | E | E | E | D | E |
| NB I-95 Ramp @ Contee Road | N/A | | N/A | | A | B | A | B | B* | E* | C | F | B* | F* | N/A | |
| SB I-95 Ramp @ Contee Road | N/A | | N/A | | N/A | | N/A | | N/A | | E | F | D* | E* | N/A | |

* Indicates LOS at Roundabout

Note 1: Level of Service, which ranges from LOS 'A' to LOS 'F', is a measure of the quality of traffic flow during peak hours of a typical day.

LOS 'A': Ideal conditions of little to no congestion;

LOS 'B' through LOS 'D': Indicates that operations are acceptable but with increasing amounts of delay and congestion;

LOS 'E': Indicates that the facility is approaching capacity and has a decline of traffic maneuverability, comfort, and convenience;

LOS 'F': Represents facility breakdown, including lengthy queuing or stop and go conditions

Note 2: LOS analysis for Alternates 2 – 6 are based on an interchange at I-95/Contee Road and minor improvements to the local roadway network.

TABLE 3
ENVIRONMENTAL SUMMARY OF IMPACTS

| | UNIT | ALT. 1 NO BUILD | ALT. 2 | ALT. 3 | ALT. 4 | ALT 5 | ALT 6 | ALT. 7 |
|-----------------------------------|----------------|--------------------|------------------|------------------|------------------|------------------|------------------|----------------|
| Properties Affected | | | | | | | | |
| Residential | No. | 0 | 4 | 4 | 4 | 4 | 4 | 4 |
| Business | No. | 0 | 6 | 4 | 4 | 4 | 4 | 12 |
| Utilities ¹ | No. | 0 | 7 | 7 | 7 | 7 | 7 | 6 |
| Vacant | No. | 0 | 4 | 5 | 5 | 4 | 4 | 3 |
| Industrial | No. | 0 | 4 | 4 | 4 | 3 | 3 | 1 |
| Institutional | No. | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL | | 0 | 25 | 24 | 24 | 22 | 22 | 27 |
| Displacements | | | | | | | | |
| Residential | No. | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Business | No. | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-Way Required | | | | | | | | |
| Residential | Acres | 0 | 18.5 | 18.8 | 18.8 | 7.7 | 7.7 | 10.7 |
| Business | Acres | 0 | 28.4 | 28.7 | 27.3 | 15.2 | 15.2 | 15.0 |
| Utilities | Acres | 0 | 17.6 | 13.0 | 11.0 | 11.7 | 11.7 | 9.6 |
| Vacant | Acres | 0 | 25.6 | 25.7 | 26.7 | 25.3 | 25.3 | 21.9 |
| Industrial | Acres | 0 | 11.2 | 9.2 | 9.2 | 3.5 | 3.5 | 0.8 |
| Institutional | Acres | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| TOTAL | Acres | 0 | 101.3 | 95.4 | 93.0 | 63.4 | 63.4 | 58.1 |
| Natural Environment | | | | | | | | |
| Number of Streams Crossing | No. | 0 | 2 | 1 | 1 | 2 | 2 | 1 |
| Wetland | Acres | 0 | 2.7 | 1.4 | 1.3 | 2.1 | 2.2 | 1.8 |
| Stream Impacts | Linear Feet | 0 | 308 | 162 | 167 | 315 | 315 | 191.6 |
| Floodplain | Acres | 0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0 |
| Woodland | Acres | 0 | 20.1 | 20.5 | 20.9 | 14.3 | 16.7 | 7.9 |
| Preliminary Cost Estimate* | | | | | | | | |
| | million | 0 | 151 - 163 | 145 - 160 | 145 - 160 | 135 - 140 | 135 - 140 | 48 - 56 |

Notes:

*Costs include Preliminary Engineering, Right-of-Way and Construction

¹Utility impacts are from PEPCO or BG&E properties.

MAPPING SYMBOLS

ENVIRONMENTAL RESOURCES



WOODED AREAS

WETLANDS (CORRIDOR IDENTIFICATION)

100 YEAR FLOOD PLAIN

STREAM

POND

OTHER FEATURES



PROPOSED ROADWAY



POTENTIAL US 1 / MD 201 STUDY
ALTERNATIVE



COUNTY FUNDED
IMPROVEMENT

LAND USE FEATURES



ROADS, PAVEMENT



BUILDING



TRANSMISSION TOWER



HISTORIC SITE



PARKS



COMMUNITY RESOURCES

STATE OF MARYLAND



DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

I-95 / CONTEE ROAD TRANSPORTATION IMPROVEMENT STUDY

MAPPING SYMBOLS

DATE
SEPT. 2002

\$DATE\$

\$FILE\$

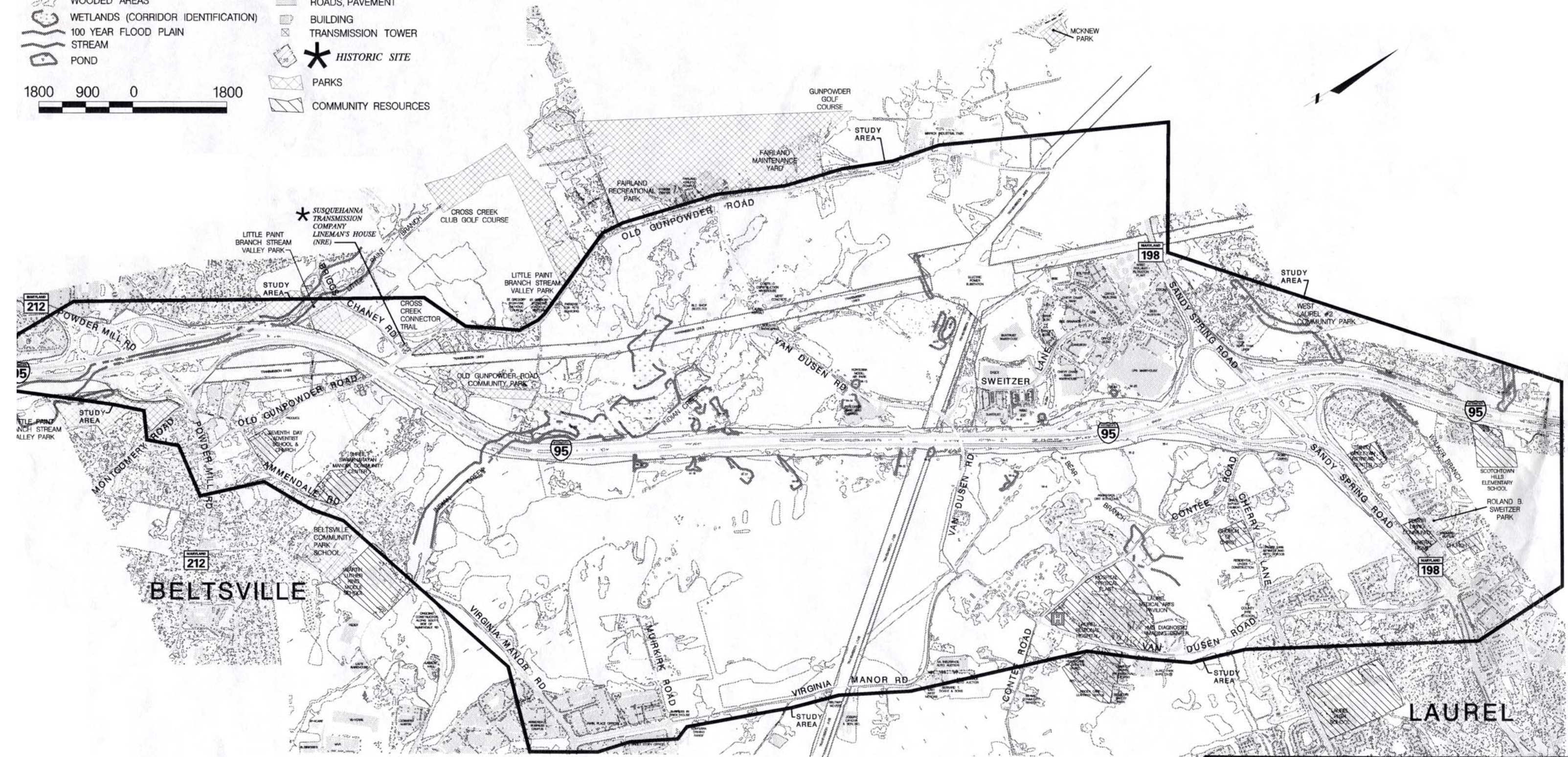
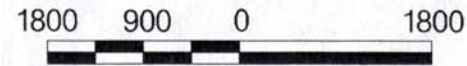
LEGEND

ENVIRONMENTAL RESOURCES

- WOODED AREAS
- WETLANDS (CORRIDOR IDENTIFICATION)
- 100 YEAR FLOOD PLAIN
- STREAM
- POND

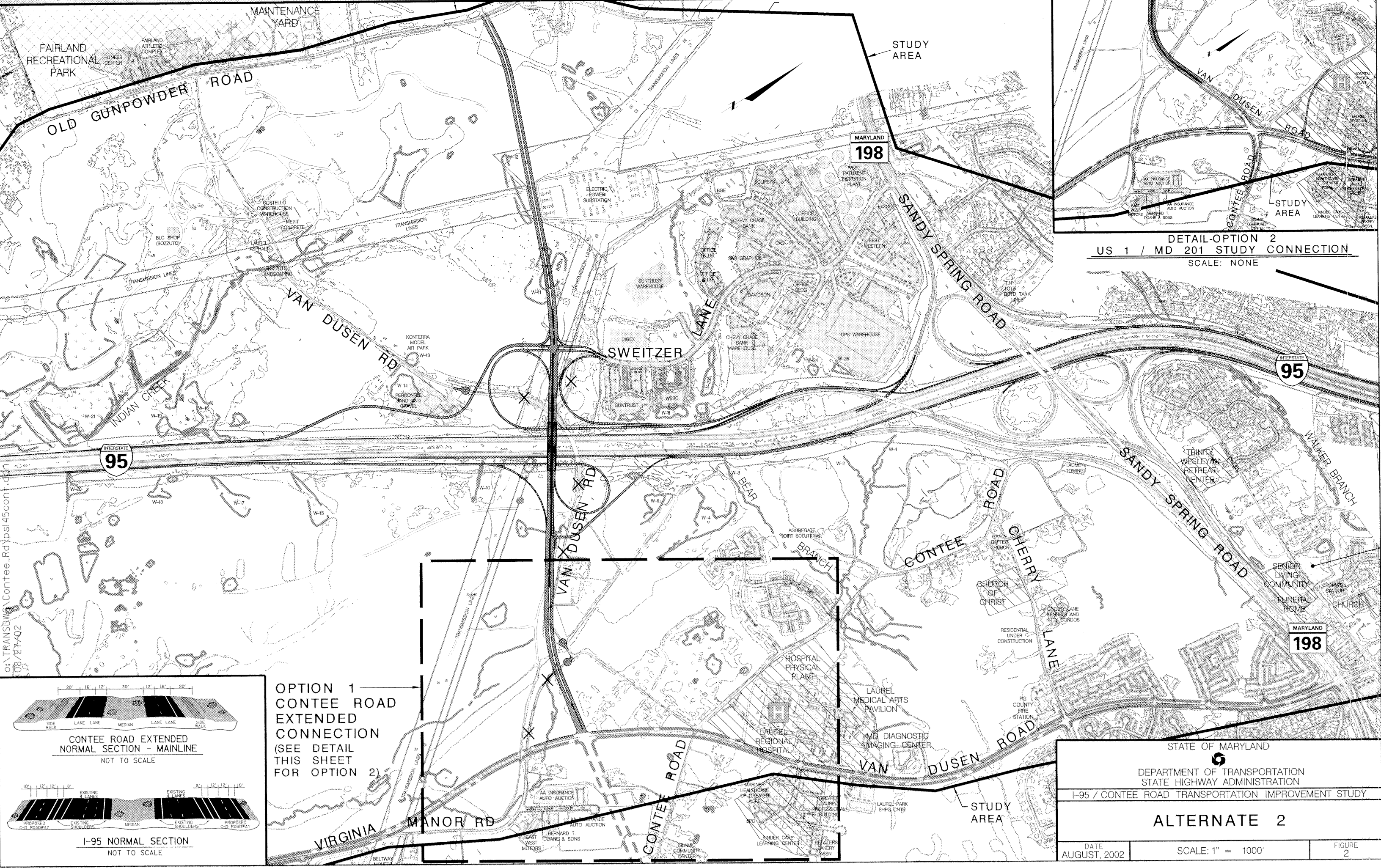
LAND USE FEATURES

- ROADS, PAVEMENT
- BUILDING
- TRANSMISSION TOWER
- HISTORIC SITE
- PARKS
- COMMUNITY RESOURCES

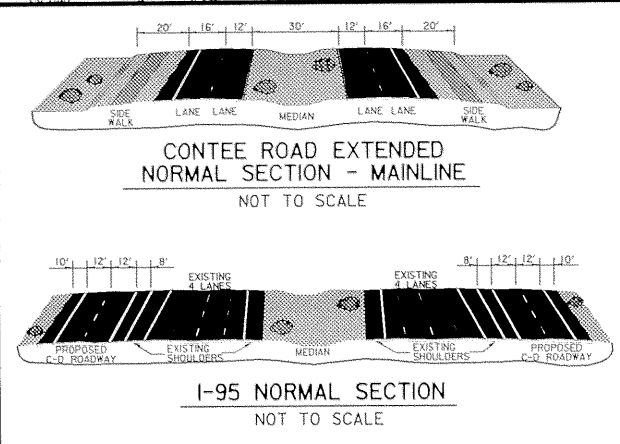


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| DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION | | |
| I-95 / CONTEE ROAD TRANSPORTATION IMPROVEMENT STUDY | | |
| <h2>NO BUILD (ALTERNATE 1)</h2> | | |
| DATE SEPT. 2002 | SCALE: 1" = 1800' | FIGURE 1 |

I-95 / CONTEE ROAD TRANSPORTATION IMPROVEMENT STUDY - ALTERNATE 2



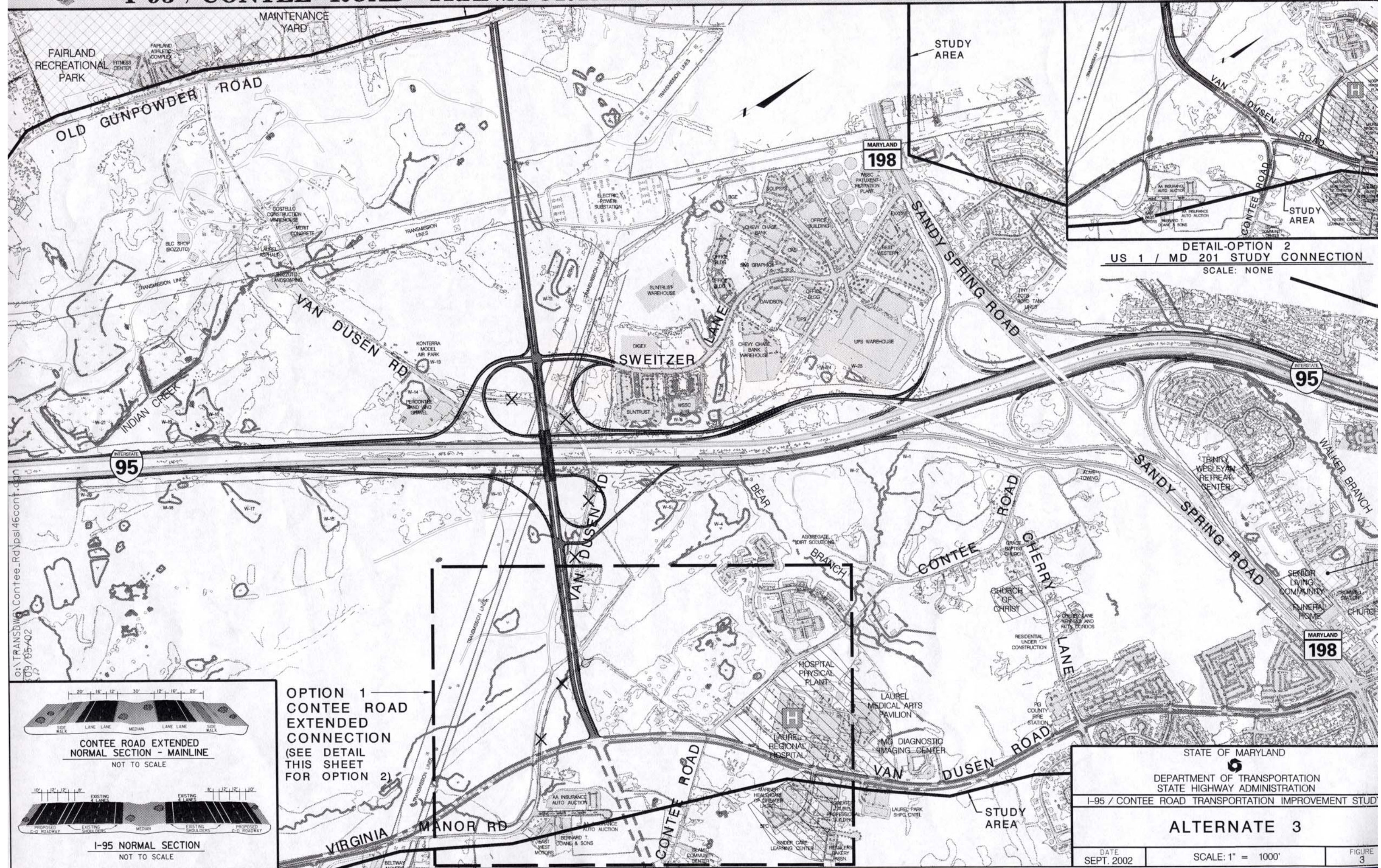
DETAIL-OPTION 2
US 1 / MD 201 STUDY CONNECTION
SCALE: NONE



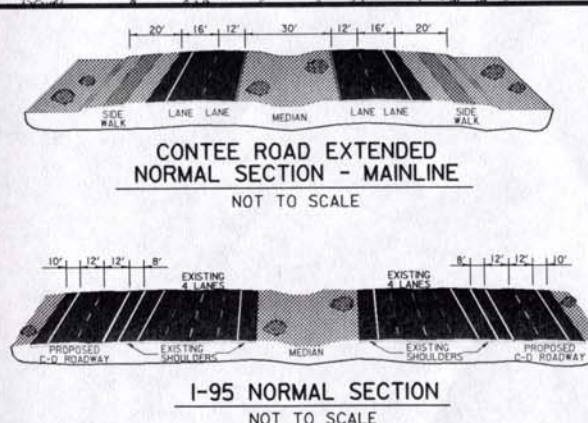
OPTION 1
CONTEE ROAD
EXTENDED
CONNECTION
(SEE DETAIL
THIS SHEET
FOR OPTION 2)


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| STATE OF MARYLAND | | |
| DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION | | |
| I-95 / CONTEE ROAD TRANSPORTATION IMPROVEMENT STUDY | | |
| ALTERNATE 2 | | |
| DATE AUGUST, 2002 | SCALE: 1" = 1000' | FIGURE 2 |

I-95 / CONTEE ROAD TRANSPORTATION IMPROVEMENT STUDY - ALTERNATE 3

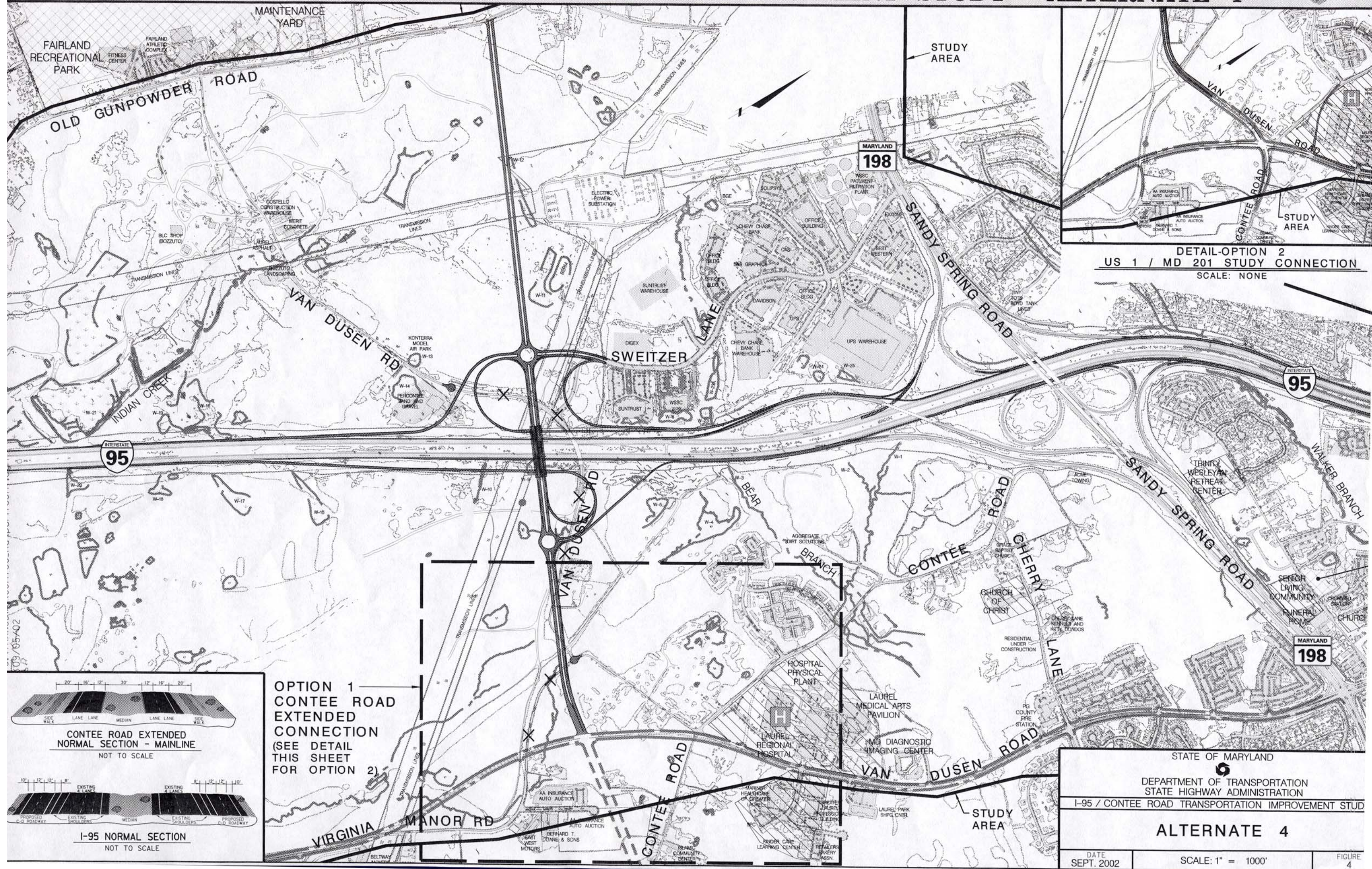


DETAIL-OPTION 2
US 1 / MD 201 STUDY CONNECTION
SCALE: NONE



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| STATE OF MARYLAND | | |
|  | | |
| DEPARTMENT OF TRANSPORTATION | | |
| STATE HIGHWAY ADMINISTRATION | | |
| I-95 / CONTEE ROAD TRANSPORTATION IMPROVEMENT STUD | | |
| ALTERNATE 3 | | |
| DATE SEPT. 2002 | SCALE: 1" = 1000' | FIGURE 3 |

I-95 / CONTEE ROAD TRANSPORTATION IMPROVEMENT STUDY - ALTERNATE 4

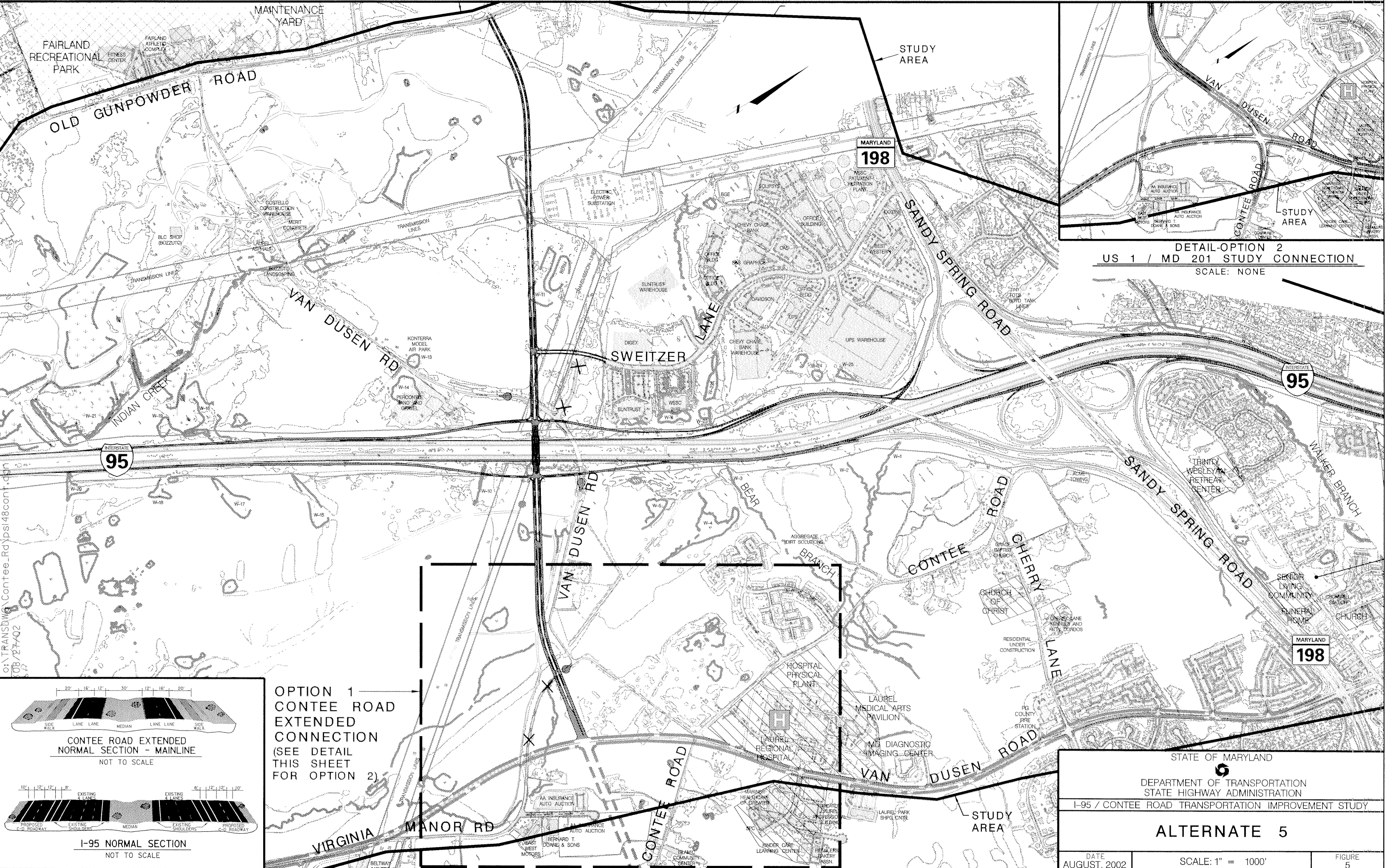


DATE
SEPT. 2002

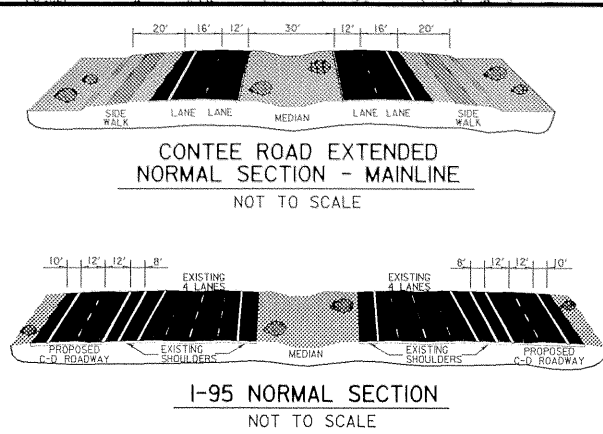
SCALE: 1" = 1000'

FIGURE 4

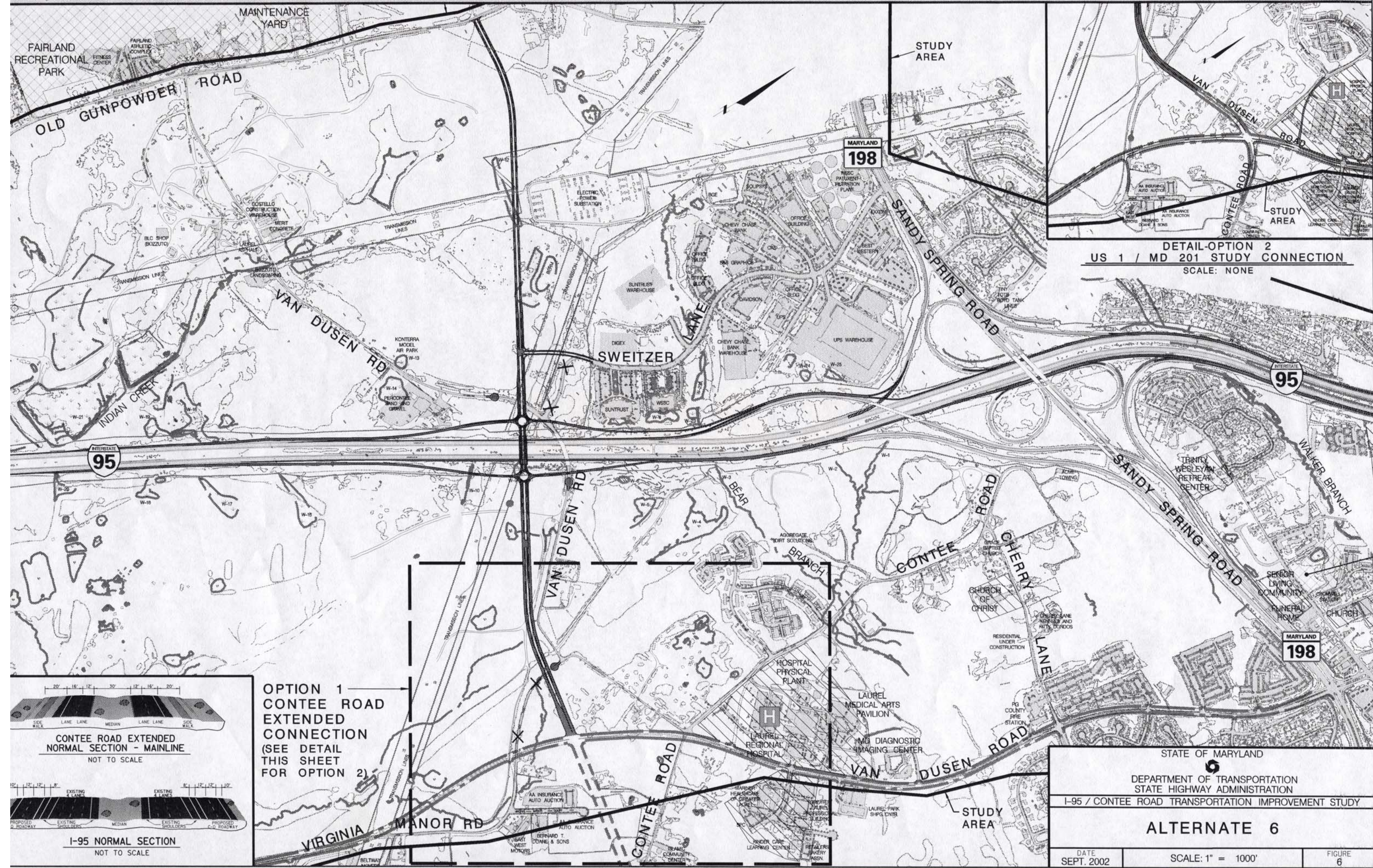
I-95 / CONTEE ROAD TRANSPORTATION IMPROVEMENT STUDY - ALTERNATE 5



DETAIL-OPTION 2
US 1 / MD 201 STUDY CONNECTION
SCALE: NONE



I-95 / CONTEE ROAD TRANSPORTATION IMPROVEMENT STUDY - ALTERNATE 6



I-95 / CONTEE ROAD TRANSPORTATION IMPROVEMENT STUDY - ALTERNATE 7

LEGEND

ENVIRONMENTAL RESOURCES

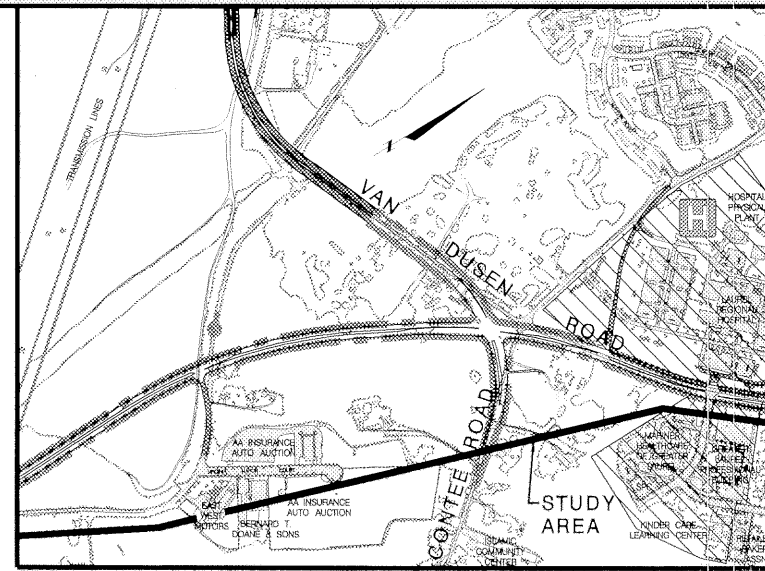
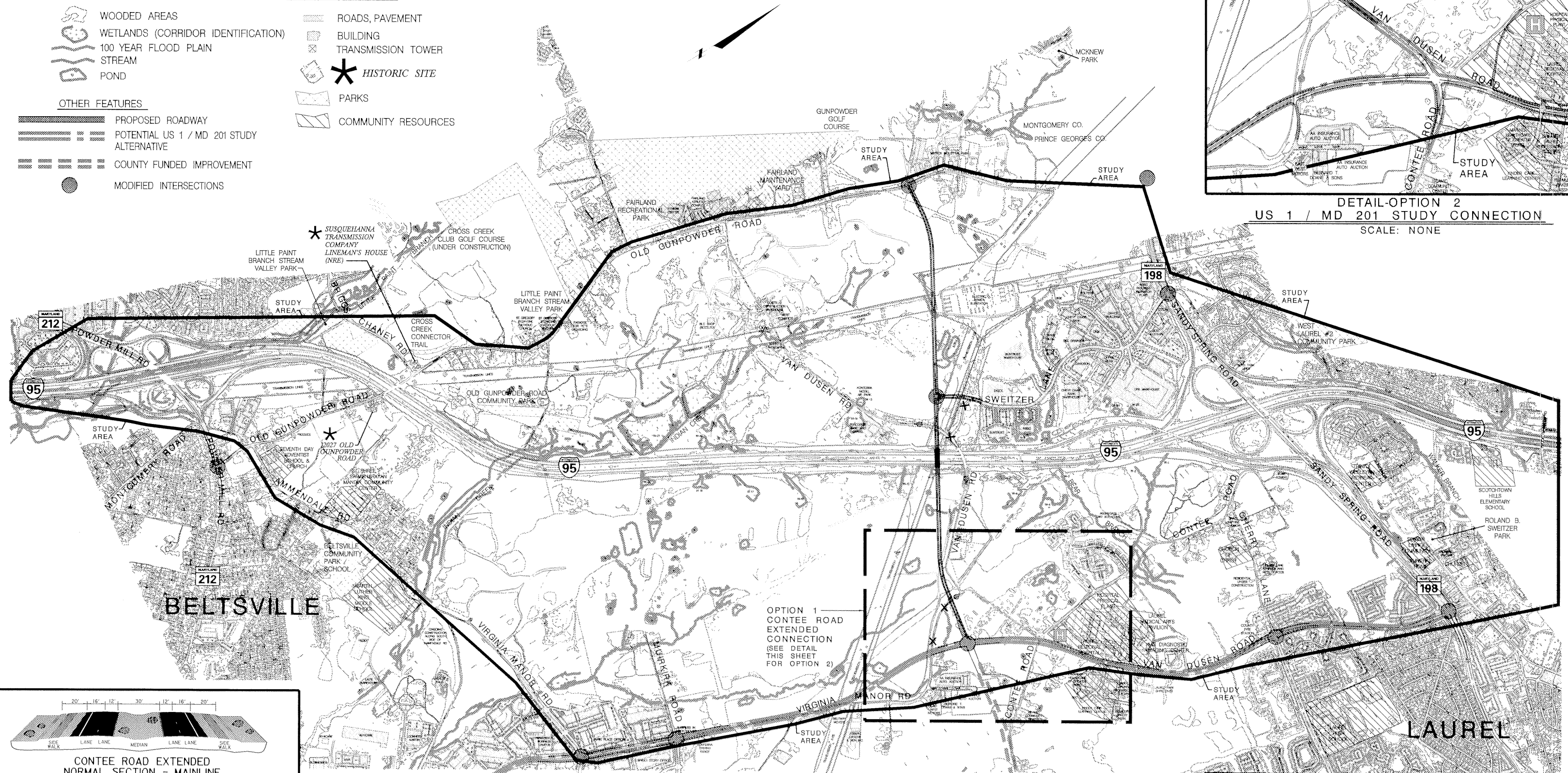
- WOODED AREAS
- WETLANDS (CORRIDOR IDENTIFICATION)
- 100 YEAR FLOOD PLAIN
- STREAM
- POND

OTHER FEATURES

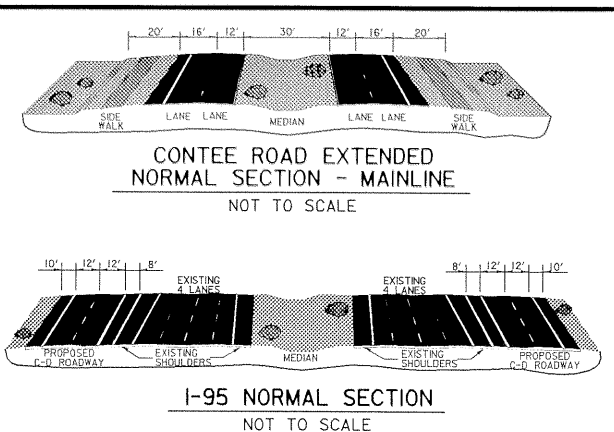
- PROPOSED ROADWAY
- POTENTIAL US 1 / MD 201 STUDY ALTERNATIVE
- COUNTY FUNDED IMPROVEMENT
- MODIFIED INTERSECTIONS

LAND USE FEATURES

- ROADS, PAVEMENT
- BUILDING
- TRANSMISSION TOWER
- HISTORIC SITE
- PARKS
- COMMUNITY RESOURCES



DETAIL-OPTION 2
US 1 / MD 201 STUDY CONNECTION
SCALE: NONE



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|--|-------------------|-------------|
| STATE OF MARYLAND | | |
| DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION | | |
| I-95 / CONTEE ROAD TRANSPORTATION IMPROVEMENT STUDY | | |
| ALTERNATE 7 | | |
| DATE AUGUST, 2002 | SCALE: 1" = 1800' | FIGURE 7 |

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



We'd Like Your Feedback

To help us improve our public involvement program,
we would appreciate your comments on tonight's meeting.

| | Poor | | | Excellent |
|---|------|---|---|-----------|
| Overall, was the meeting useful and informative? | 1 | 2 | 3 | 4 |
| Was the staff courteous, knowledgeable and professional? | 1 | 2 | 3 | 4 |
| Were the displays & maps easily understood and informative? | 1 | 2 | 3 | 4 |
| Did the slide show/video provide a useful overview of the project and process? (If applicable) | 1 | 2 | 3 | 4 |
| (If applicable) Did the "visualization" techniques make the proposed alternatives easier to understand? Examples: artistic sketches, computer-generated renderings, 3-D models, animated video, etc. | 1 | 2 | 3 | 4 |
| Was the meeting held in a convenient location? | 1 | 2 | 3 | 4 |
| Was the building and parking appropriate for the meeting? | 1 | 2 | 3 | 4 |

Do you have any additional suggestions to improve our public meetings? If you have comments about the study, please use the form in the project brochure.

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